City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2309000

Applicant Name: Brad Decker for ASAR, LLC

Address of Proposal: 2432 Southwest Holden Street

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of fifteen, three (3)-story, two (2)-unit townhouse structures for a total of 30 residential units. The project includes providing parking within the residential structures with access to SW Holden Street.

The following approval is required:

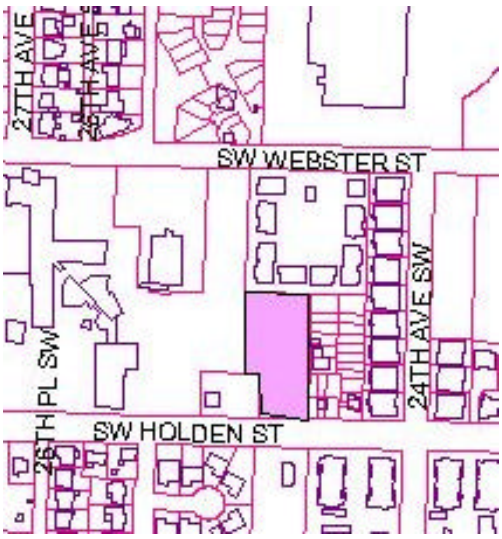
SEPA – Environmental Determination - Chapter 23.05 Seattle Municipal Code

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

* Original notice of project included an Administrative Conditional Use component that has since been removed due to a City Council Action that rezoned the development site to Multifamily Lowrise Two (L2) standards.



BACKGROUND DATA

Site & Area Description

The subject site is located at the east third of the block along the north side of Southwest Holden Street, between 28th Avenue Southwest to the west and 24th Avenue Southwest to the east, in the West Hill neighborhood of West Seattle. The existing site encompasses a land area of approximately 44,917.5 square feet, located in a Multifamily Lowrise Two (L2) zone, with a minimum density limit of one unit per 1,200 square feet of lot area. The site is rectangle in shape, with a rectangular notch cut away at the property's southwest corner. The subject

site is heavily vegetated with a moderate downward slope from west to east. The vacant lot with its stand of mature deciduous and coniferous trees and shrubs provide a green belt appearance for abutting properties. The abutting right-of-way, Southwest Holden Street is fully improved with sidewalk, gutters, etc., and is the primary access to the development site.

The site contains an unmapped Environmentally Critical Areas (ECA) 40% Steep Slope. The applicant subsequently applied for and was granted an exemption from ECA review standards (#2401934) due in part to right-of-way improvements along SW Holden Street.

In 1989 – 1990, the abutting development site to the west, containing West Seattle Community Hospital was granted a Property Use and Development Agreement (PUDA) to remove the designation of major institution and rezone its campus to C1 zone with structure height limits which vary by location on the site. The lowest height limit of 30 feet rings the site's perimeter to provide a bulk and scale buffer for the surrounding properties. The applicant purchased a portion of the West Seattle Community Hospital site and subsequently applied for and was approved to segregate the Hospital site through a Lot Boundary Adjustment (Project #2400752) process. However, the underlying C1 zoning designation did not change.

The applicant appealed directly to the City Council to remove the Commercial zoning classification, and through City Ordinance #121610, the subject site has been reclassified to Multifamily Lowrise Two zone development standards. The development site is predominately located in an expansive residential area, expect for the abutting Highline West Seattle Mental Health Center (formally West Seattle Community Hospital site) as previous mentioned. Zoning, and existing development in the surrounding area is predominately Multifamily and Single family residential uses. To the north across SW Webster Street, to the west across 28th Avenue SW, and south across SW Holden Street, Single Family 5000 stretches forth a great distance. The housing stock in the immediate area is a mix of post World War II, one and two-story homes. Abutting the site to the east is a swatch of L2 zone, stretching east to Delridge Way SW. Apartments and town homes are clustered around the SW Holden Street from the development site and Delridge Way SW to the east. The development site is located on the east side of a hill overlooking Delridge Way SW.

Proposal

The applicant is proposing to develop a vacant parcel of land to provide low to middle income housing opportunities for the community at large. The project will include the construction of fifteen townhouse buildings that will support two residential units each (for a total of 30 units). The structures will feature 3-storied units with pitched roofs, bay windows, and enclosed garages. Vehicle access shall be provided along a 20 foot wide driveway servicing all units to the adjacent right-of-way, SW Holden Street. The site will be cleared of all vegetation during construction and will be landscaped to enhance the proposed residential development.

Public Comment:

Date of Notice of Application:	May 27, 2004
Date End of Comment Period:	June 09, 2004
# Letters	1
Issues:	The neighbor voiced concern about the balance of maintaining natural vegetation and new development should be considered

in this residential community. Presently the lot provides a nice green buffer in the neighborhood.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated April 9, 2004) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency, with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Existing City codes and ordinances applicable to the project such as: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, drainage and construction-related noise impacts as well as mitigation.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. Temporary closure of sidewalks and/or traffic lane(s) would be adequately controlled with a street use permit through the Transportation Department, and no further SEPA conditioning would be needed.

Construction of the project is proposed to last for several months. Parking utilization along streets in the vicinity is moderate and the demand for parking by construction workers during construction is not anticipated to reduce the supply of parking in the vicinity. Parking demand for construction personal can be accommodated at the development site and any spillover can be managed within the SW Holden Street right-of-way. Therefore, no further mitigation will be required.

The development site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, because existing

City ordinances do not adequately mitigate such impacts. This is due to the density of residential units in the area and the proximity of these structures to the subject site. The proposal is, therefore, conditioned to limit construction activity to non-holiday weekday hours between 7:30 A.M. and 6:00 P.M. After the structure is enclosed, interior construction may be done in compliance with the noise ordinance. The department may modify this condition to allow work of an emergency nature or which cannot otherwise be accomplished during these hours by prior written approval of the Land Use Planner.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

The proposed project is located within the Longfellow Creek drainage basin, which is a designated salmon watershed. The stormwater runoff from the project will drain to Longfellow Creek, an anadromous fish bearing Class A stream. Longfellow Creek provides habitat for aquatic species including coho salmon. The past three years Seattle Public Utilities, through their coho spawning surveys, have found that a large number of coho salmon that return to Seattle creeks die before they spawn (prespawning mortality). In Longfellow Creek, the prespawning mortality of coho has averaged 72% over the past three years. Pollutants in stormwater runoff are believed to be contributing to these prespawning deaths. Additionally, an increase in stormwater runoff to streams causes habitat degradation such as pool and bank scour during high flows. Construction related impacts can also impact the creek by introducing increased sedimentation to the creek, which leads to poor spawning habitat and the filling in of pool habitat. These potential impacts are both long and short term in nature. The specifics of each of these potential impacts are discussed below.

Pursuant to SMC 25.05.675C, additional mitigation beyond that already required by the Stormwater, Grading and Drainage Control Code, Chapter 22.800 of the Seattle Municipal Code, may be required if run-off from a proposed project could have adverse impacts and if the proposed project is located in an environmentally critical area or if the project drains into streams identified by the State Department of Fish and Wildlife as bearing anadromous fish. As mentioned above, this project lies within the Longfellow Creek Drainage basin and runoff from this site will drain into Longfellow Creek, an anadromous bearing stream.

Construction impacts include removal of vegetation at the site and ground disturbance activity that can lead to soil erosion and the potential for this material to enter Longfellow Creek via stormwater runoff. The proposed site is currently vegetated. Clearing and grading of this site will lead to erosion of soils if not properly mitigated. Control of both the quantities and the quality of water leaving the proposal site during grading, construction and landscaping periods will be very important. The Seattle Stormwater, Grading and Drainage Control code provides for the implementation of extensive measures, or best management practices ("BMPs") to mitigate these impacts. The Seattle SEPA Construction Impacts Policy provides conditioning authority is subject to the Overview Policy in that conditioning authority is authorized only when existing City codes or regulations are not adequate for one of several possible reasons (SMC

25.05.665). In this situation, the City Code, judiciously applied, is expected to result in adequate BMPs.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of multifamily structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Height, Bulk, and Scale

The design of each of the fifteen buildings (containing a total of 30 units) is similar in proportion and materials, found in multifamily development sites. The fifteen buildings will be arranged in side by side fashion, ten (10) foot minimum separation between each structure, to further reduce the appearance of bulk along the Southwest Holden Street frontage and abutting residential uses to the east and north. The impact of bulk is further lessened due in part to topographic conditions at the site and width of the abutting right-of-way where the existing older housing stock is similar in scale. To the west, the Highline West Seattle Mental Health Center campus is anticipated not to be adversely impacted by the proposal.

As viewed from the Southwest Holden Street orientation, the townhouse structures will have a marginal impact upon pedestrian activity along the sidewalk. The first set of two, 3-story townhouse structure is approximately 14 feet from the Southwest Holden Street right-of-way. The area between the structure's façade and right-of-way will be landscaped with trees, shrubs, and forms of vegetation to soften the property's edge. Each proceeding structure to the north will step down and away and will not have a significant visual impact from the right-of-way. Each of the buildings will have a pitched roof, double-hung windows with trim, and will be modulated on the upper levels. These design elements break up the appearance of bulk of the facades and will mitigate the height, bulk, and scale impacts of the structures. Therefore, no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual estimates that townhouse units each generate approximately 6.1 vehicle trips per day. The availability and proximity of transit to downtown, to the south end employment centers, and other neighborhood centers will make it likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation equation is based. The site has ready access to the Delridge Way SW which provides Metro Bus service to this community. The amount of traffic

expected to be generated by the proposed project is within the capacity of the streets in the immediate area, so no SEPA mitigation of traffic impacts is warranted.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity appears to be below capacity and on-street parking can be found during the daytime or evening hours. Thirty off-street parking spaces will be provided within the units for a parking ratio of 1 space per unit which meets code requirements and is expected to accommodate parking demand generated by the 30 dwelling units most of the day. Parking is not prohibited along this stretch of Delridge Way SW. On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking which may exist. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

Drainage

Currently the lot is vegetated and the proposal is to develop this area with residential structures. This development will result in an increase of more than 10,000 square feet of impervious surface and the removal of vegetation. The runoff from this site will go to Longfellow Creek. Activities on the site such as automobile use and pesticide use on lawns will lead to an increase in pollutants entering Longfellow Creek. Long-term impacts are anticipated as a result of approval of this proposal including: increased surface water runoff from the site due to the removal of vegetation and increase in impervious surface coverage. Additionally, an increase of pollutants entering Longfellow Creek via stormwater will result from the development of the site if not mitigated. Pollutants will degrade the water quality of Longfellow Creek,

Longfellow Creek provides habitat for aquatic species including coho salmon. The past three years Seattle Public Utilities through their coho spawning surveys have found that a large number of coho salmon that return to Seattle creeks die before they spawn (prespawning mortality). In Longfellow Creek the prespawning mortality of coho has averaged 72% over the past three years. Stormwater runoff is believed to be contributing to these prespawning deaths.

The Seattle Stormwater, Grading and Drainage Control Code is an adopted code that provides mitigation for the above impacts per 22.802.016 B 5 because the project qualifies as a large project and is within ¼ mile from Longfellow Creek. Section 22.802.016 B 5 states in part "…impacts to off-site water quality resulting from the project are to be analyzed and mitigated. The analysis shall comply with this section and rules promulgated pursuant to this Section. The analysis shall provide for mitigation of all surface water quality or sediment quality impacts. The analysis shall evaluate the impacts likely to occur ¼ mile downstream from the project. The impacts to be evaluated and mitigated shall include at least the following:

a. Amount of sedimentation;
b. Streambank erosion;
c. Discharges to groundwater contributing to recharge zones;
d. Violations of state or federal surface water, groundwater, or sediment quality standards; and
e. Spills and other accidental illicit discharges;"

The Seattle SEPA Specific environmental policies drainage section provides conditioning authority but is subject to the Overview Policy in that conditioning authority is authorized only when existing City codes or regulations are not adequate for one of several possible reasons (SMC 25.05.665). In this situation, the Seattle Stormwater, Grading and Drainage Control Code, judiciously applied, is expected to result in adequate mitigation. Specific non-appealable conditions that will mitigate the impacts are listed below.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment with respect to transportation, circulation, parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

SEPA CONDITIONS

The owner(s) and/or responsible party(s) shall:

Prior to the issuance of a Construction Permit

Pursuant to SMC 22.800 the following conditions shall be imposed:

1. Provide a water quality assessment analysis with mitigation measures that includes impacts to off-site water quality resulting from the proposed project. The analysis shall comply with section 22.802.016 B 5 and shall provide for mitigation of all surface water quality or sediment quality impacts. The analysis shall evaluate the impacts likely to occur ¼ mile downstream from the project. The impacts to be evaluated and mitigated shall include at least the following:
    a. Amount of sedimentation;
    b. Streambank erosion;
    c. Discharges to groundwater contributing to recharge zones;
    d. Violations of state or federal surface water, groundwater, or sediment quality standards; and
    e. Spills and other accidental illicit discharges;”

2. Volume 2 (*Construction Stormwater Control Technical Requirements Manual*) of SMC Title 22.800 Stormwater, Grading and Drainage Control Code shall be followed to minimize construction impacts.

Pursuant to SEPA policy 25.05.675 C2c the following conditions will be imposed.

3. To maximize the retention of vegetation on the property the minimum necessary of clearing vegetation at the site shall be allowed. Revegetation with native plant species of the site shall occur in areas that have been disturbed due to construction but are not developed with structures.

Prior to the issuance of a Construction Permit

4. A landscape plan shall be provided indicating the maximum retention of vegetation and the replanting of the maximum area with native vegetation.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

5. In order to further mitigate the noise impacts during construction, the owner(s) and/or responsible party(s) shall limit the hours of construction to non-holiday weekdays between 7:30 AM and 6:00 PM and Saturdays between 9:00 AM and 6:00 PM. This condition may be modified by the Department to permit work of an emergency nature of to allow low noise exterior work (e.g., installation of landscaping) after approval from the Land Use Planner. After the structures are enclosed, interior work may proceed at any time in compliance with the Noise Ordinance.

Compliance with all conditions must be verified and approved by the Land Use Planner, Bradley Wilburn, ph.: 206-615-0508, at the specified development stage, as required by the Director's decision. The applicant/responsible party are responsible for providing the Land Use Planner with the appropriate documents at the construction intake appointment. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved

Signature: (signature on file) Date: January 10, 2005
Bradley Wilburn, Land Use Planner
Department of Planning and Development
Land Use Services

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